BookletChart™

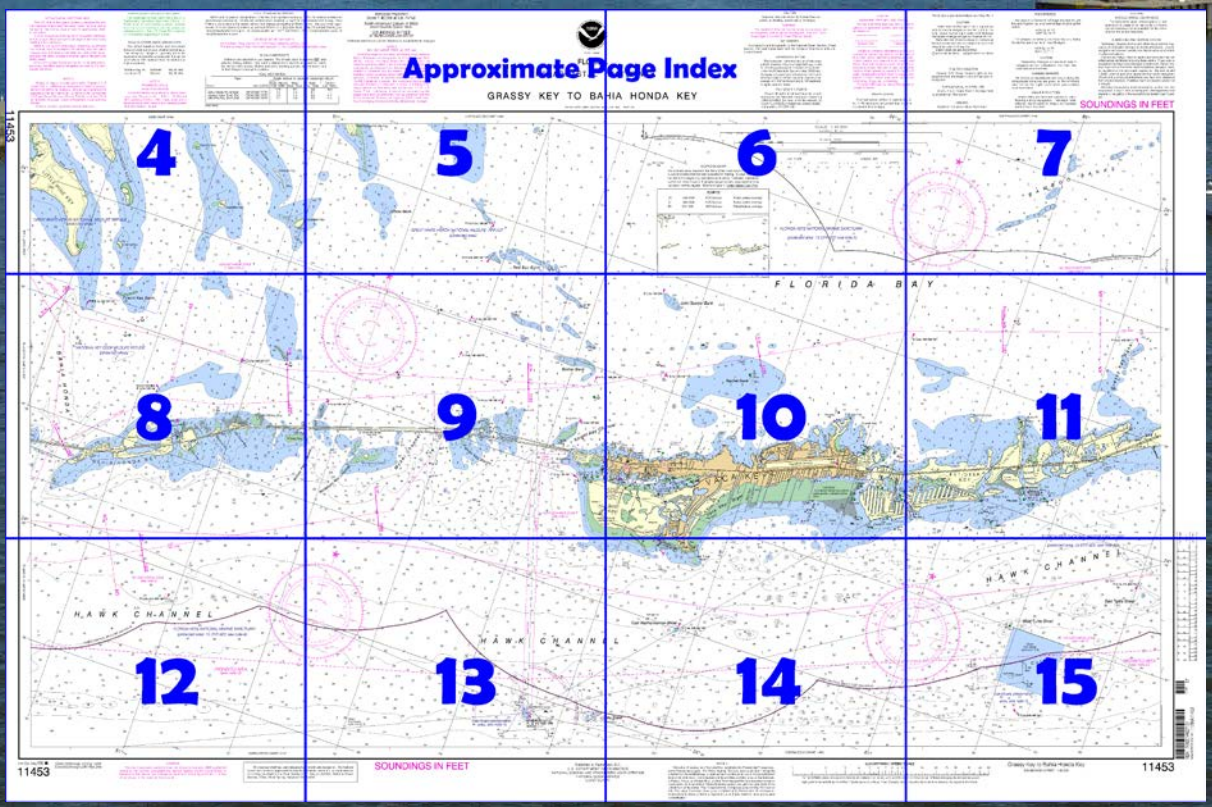
Intracoastal Waterway – Grassy Key to Bahia Honda Key

NOAA Chart 11453

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

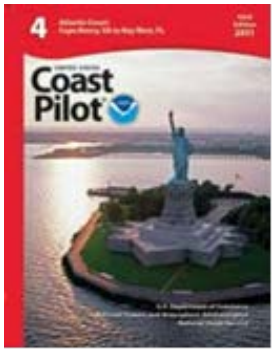
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=4.



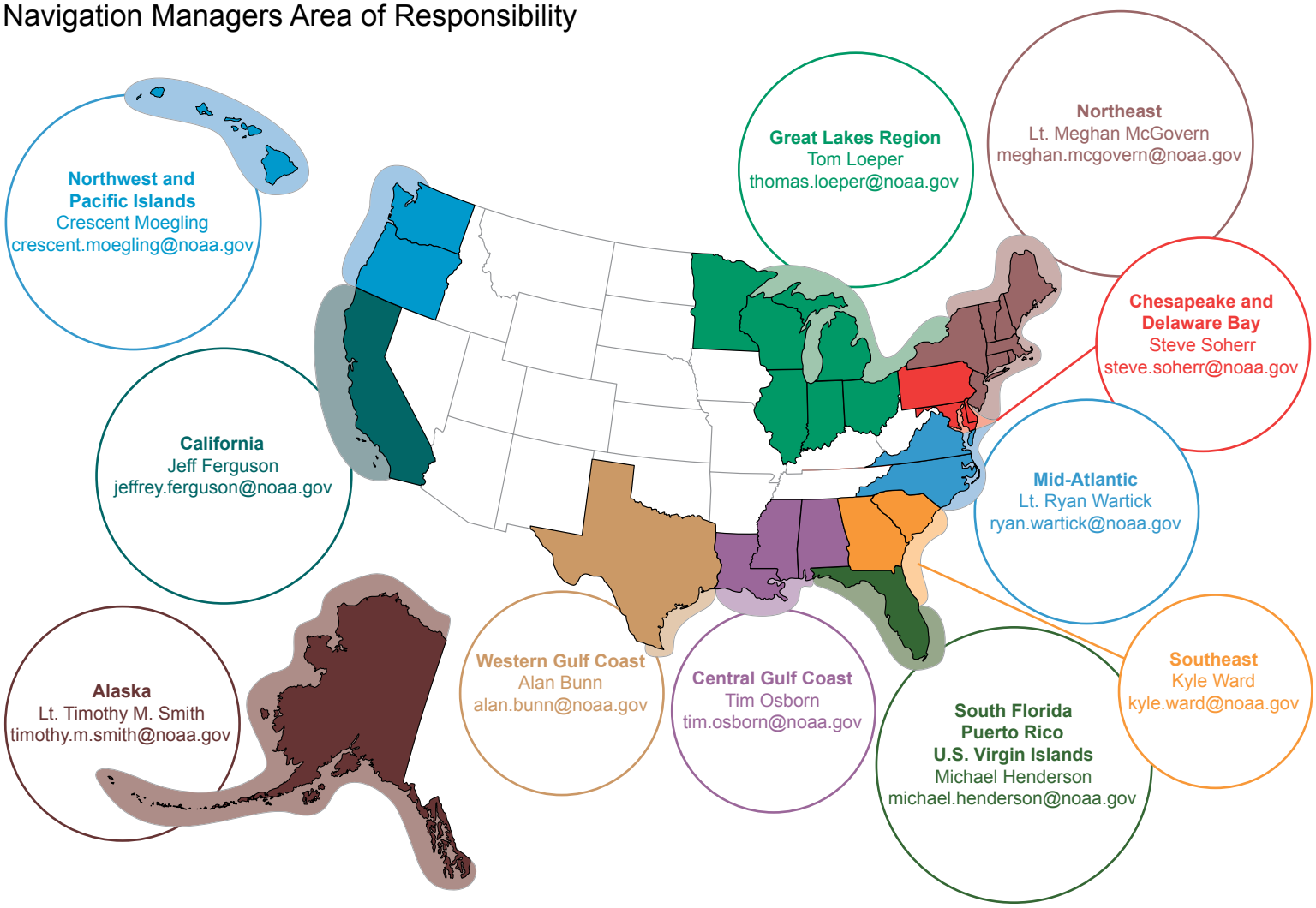
(Selected Excerpts from Coast Pilot)
The **Florida Keys** consist of a chain of low islands, beginning with Virginia Key and extending in a circular sweep to Logger-head Key, a distance of about 192 miles. For some 100 miles of that distance they skirt the southeast coast of the Florida Peninsula, from which they are separated by shallow bodies of water known as Biscayne Bay, Card Sound, Barnes Sound, Blackwater Sound, and Florida Bay. Biscayne Bay has depths of 9 to 10 feet for most of its length, and the other bodies of water are shallow, containing small keys and shoals, and of no commercial importance except as a cruising ground for small boats. Westward of Florida Bay the Florida Keys separate the Straits of Florida from the Gulf of Mexico.

Bahia Honda Channel (Bahia Honda), 10 miles northwestward of Sombrero Key and between **Bahia Honda Key** on the east and **Scout Key** on the west, is the deepest channel between the **Straits of Florida** and **Florida Bay**. In 1983, the reported controlling depth was 8 feet from **Hawk Channel** to **Little Pine Key**. The passage is crossed by three fixed highway bridges. The southernmost has a clearance of 20 feet over the channel and unlimited vertical clearances at an opening at each end. Mariners are advised to navigate with extreme caution as falling and hanging debris exits in the area. The twin bridges to northward have a clearance of 23 feet over the channel. The direction of the current should be carefully watched when turning northwestward after passing under the bridges in order to avoid being grounded on the banks on either side of the channel. These banks are usually visible. Currents through the passage average 2 knots or more at strength. (For predictions at the southernmost bridge, see the Tidal Current Tables.)
A marina with two boat basins is at the Bahia Honda State Park, on the bayside and near the western end of **Bahia Honda Key**. In 1981, depths of 4 feet were reported in the unmarked entrance channel, with 7 to 15 feet in the basins. Berths with electricity, water, ice, and a launching ramp are available.
Dangers.–Vessels proceeding through the channels inside the Florida Reefs should exercise extreme caution because of the numerous rocks, shoals, wrecks, and pile structures which exist. The chart should be examined carefully to determine the position of these dangerous obstructions so they may be avoided.
The **Intracoastal Waterway** on the western and northern side of the keys passes southward through **Biscayne Bay**, **Card, Barnes, and Blackwater Sounds** and connecting waterways in Florida Bay to **Moser Channel**. From there it is necessary to pass either through Moser Channel and proceed to Key West via Hawk Channel, a distance of 40 miles, or to remain on the northern side of the keys and proceed to Key West via Big Spanish Channel and the **Gulf of Mexico**, a distance of 54 miles. The waterway route is through smooth waters, except in Hawk Channel and the Gulf of Mexico.
Boot Key Harbor, on the south side of the town of **Marathon**, is entered southward of **Knight Key** about 4.5 miles northward of Sombrero Key Light. The entrance channel is marked by a light and daybeacons; the color of the banks is also a good guide for the narrow entrance channel. Daybeacons also mark the channel through the harbor for a distance of about 1.5 miles. In 1983, the reported controlling depth was 7 feet, but shoaling was reported along the southerly side of the entrance channel; caution is advised. A highway bridge, over the channel at mile 0.13, has a bascule span with a clearance of 24 feet at the center. (See **117.1 through 117.59** and **117.272**, chapter 2, for drawbridge regulations.) An overhead power cable on the west side of the bridge has a clearance of 65 feet

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Navigation Managers Area of Responsibility

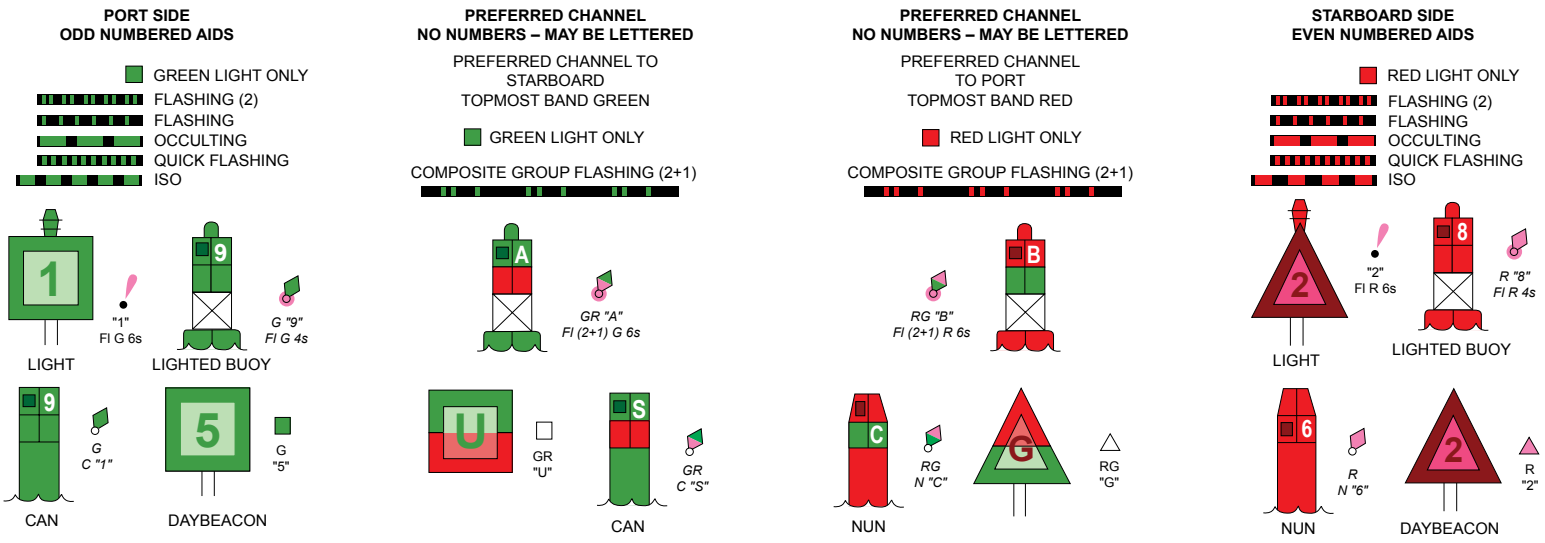


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

11453

PARTICULARLY SENSITIVE SEA AREA

This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL	WWG-60	162.45 MHz
Key West, FL	WXJ-95	162.40 MHz

COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SHOALS AND PASSES

Mariners are advised to use caution. The shoals (dark blue areas) and passes (heavy dotted lines) were obtained from reports and have not been verified by field surveys. Stakes and piles, marking passes, are not shown due to their frequent change in position.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE D

PROHIBITED AREAS

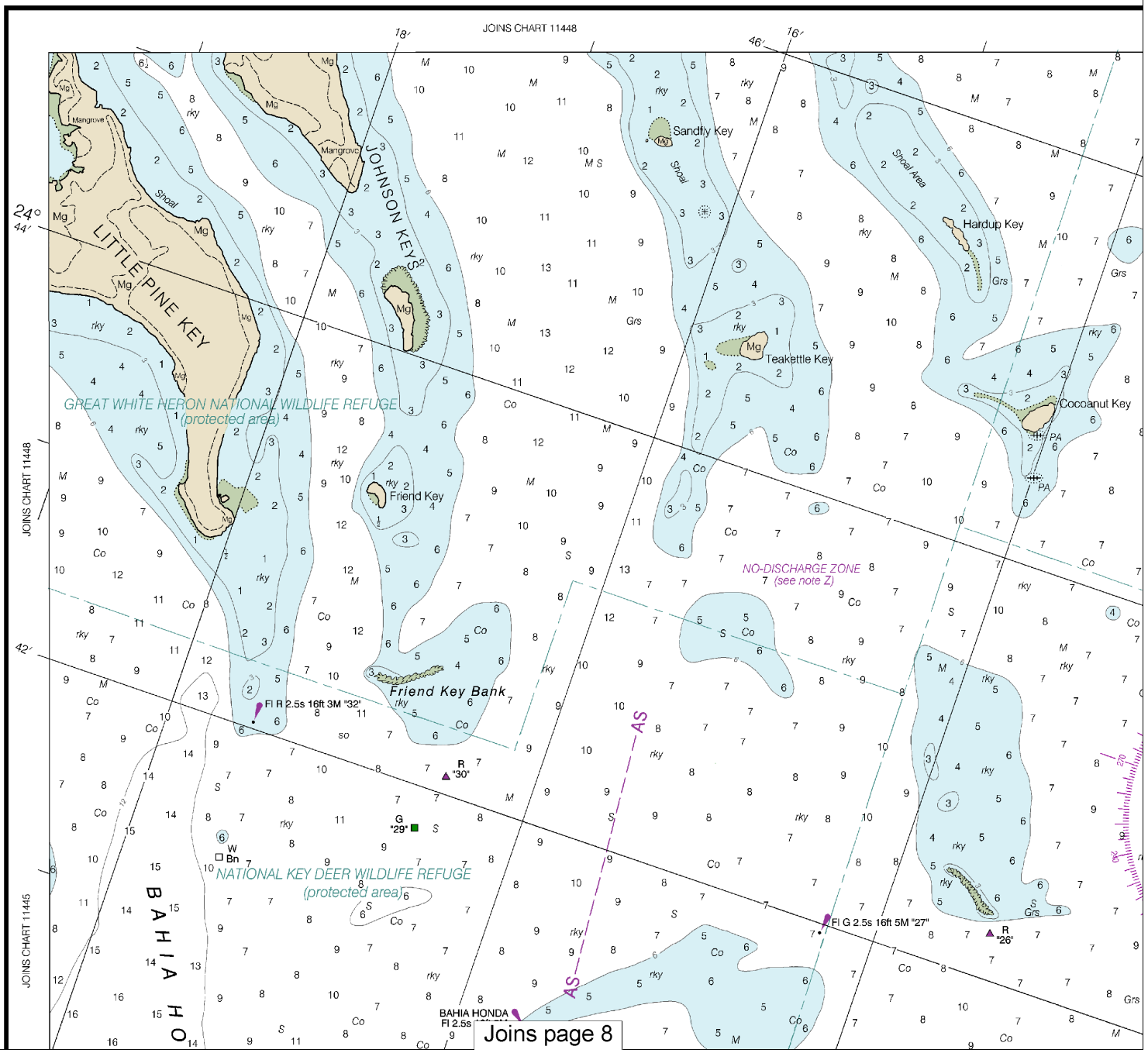
(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in lenght.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundingd (M Mean Higher High Water	Mean High Water	Mean Low Water	Ex Low
		feet	feet	feet	
Bahia Honda Key (bridge)	(24°39'N/81°17'W)	1.5	1.3	0.1	
Johnson Keys, South End	(24°44'N/81°18'W)	1.3	1.1	0.2	
Little Pine Key, South End	(24°43'N/81°18'W)	1.1	0.9	0.2	

(Mar 2006)



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Mercator Projection
Scale 1:40,000 at Lat. 24°43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

(MLLW)
Extreme ow Water
feet
--.-
-1.5
-1.5

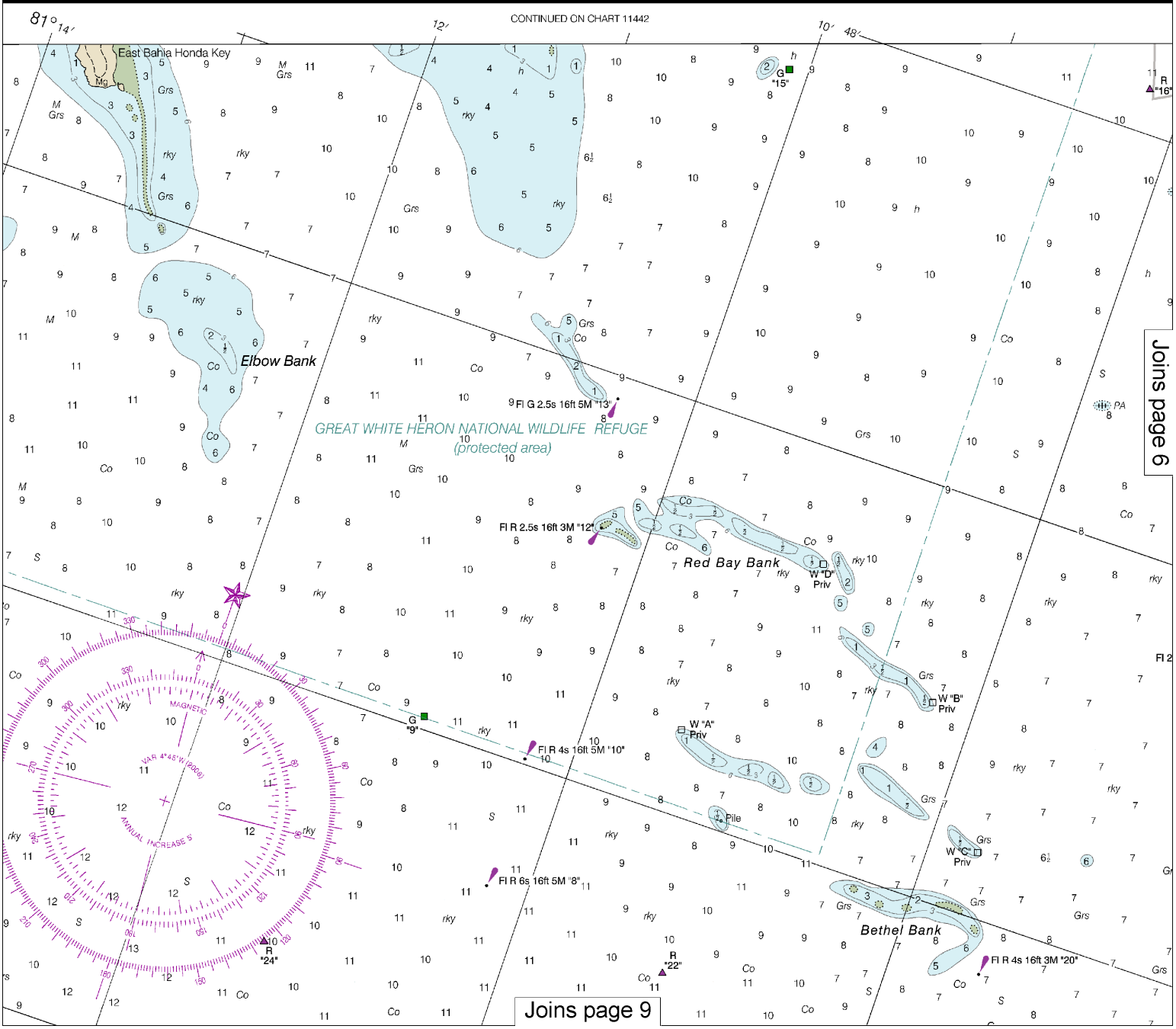
THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

INTRACOASTAL WATERWA

GRASSY KEY TO BAHIA HO

Formerly NOS 11449B, C&GS 852 1st Ed., Apr 1959 KAPP 325



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

ACOASTAL WATERWAY

Y TO BAHIA HONDA KEY

Formerly NOS 11449B, C&GS 852 1st Ed., Apr 1959 KAPP 325

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.495" northward and 0.746" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUBMARINE P

Charted submar cables and submar are shown as:

Pipeline Area

Additional uncha submarine cables this chart. Not all s marine cables are those that were c become exposed. caution when ope water comparable pipelines and ca anchoring, dragg Covered wells r unlighted buoys.

POW

Overhead power Highway No. 1. All c those of the charte

SCALE 1:40,000

Nautical Miles

Statute Miles

Yards

LATITUDE

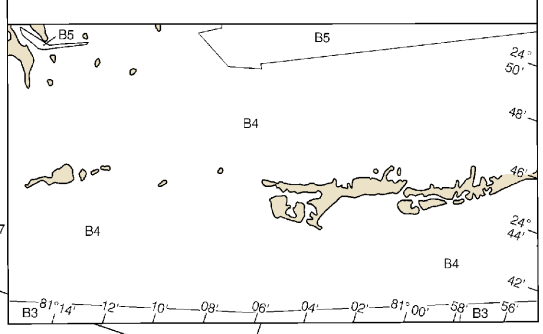
LONGITUDE

THREE NAUTICAL MILE LINE (see note X)

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B3	1940-1969	NOS Surveys	Partial bottom coverage
B4	1900-1939	NOS Surveys	Partial bottom coverage
B5	Pre-1900	NOS Surveys	Partial bottom coverage



FLORIDA KEYS NATIONAL MARINE SANCTUARY

(protected area: 15 CFR 922; see note A)

F L O R I D A

John Sawyer Bank

Bethel Bank

Rachel Bank

Fl 2.5s 16ft 5M

Fl R 4s 16ft 3M "20"

Fl G 4s 12ft 4M "17"

W "B" Priv

W "C" Priv

R "16"

R "18"

R "14"

G "15"

Pipes

Obstn PA

Subm pile

(2½ ft rep) PA

Joins page 5

Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

Yards

CAUTION

PIPELINES AND CABLES

arine pipelines and submarine
arine pipeline and cable areas

Cable Area

harted submarine pipelines and
es may exist within the area of
submarine pipelines and sub-
re required to be buried, and
originally buried may have
Mariners should use extreme
erating vessels in depths of
e to their draft in areas where
ables may exist, and when
ging, or trawling.
may be marked by lighted or

WER CABLES

er cables run parallel to U.S.
clearances are greater than
ed fixed bridges.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

FIXED BRIDGES

The section of Seven Mile Bridge between Knight Key and Pigeon Key is a fixed bridge of plate girder spans.

HOR CL 67 FT
VERT CL 19 FT

The bridges between Little Duck Key and Bahia Honda Key are a series of fixed Bridges.

HOR CL 14 FT
VERT CL 7 FT

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

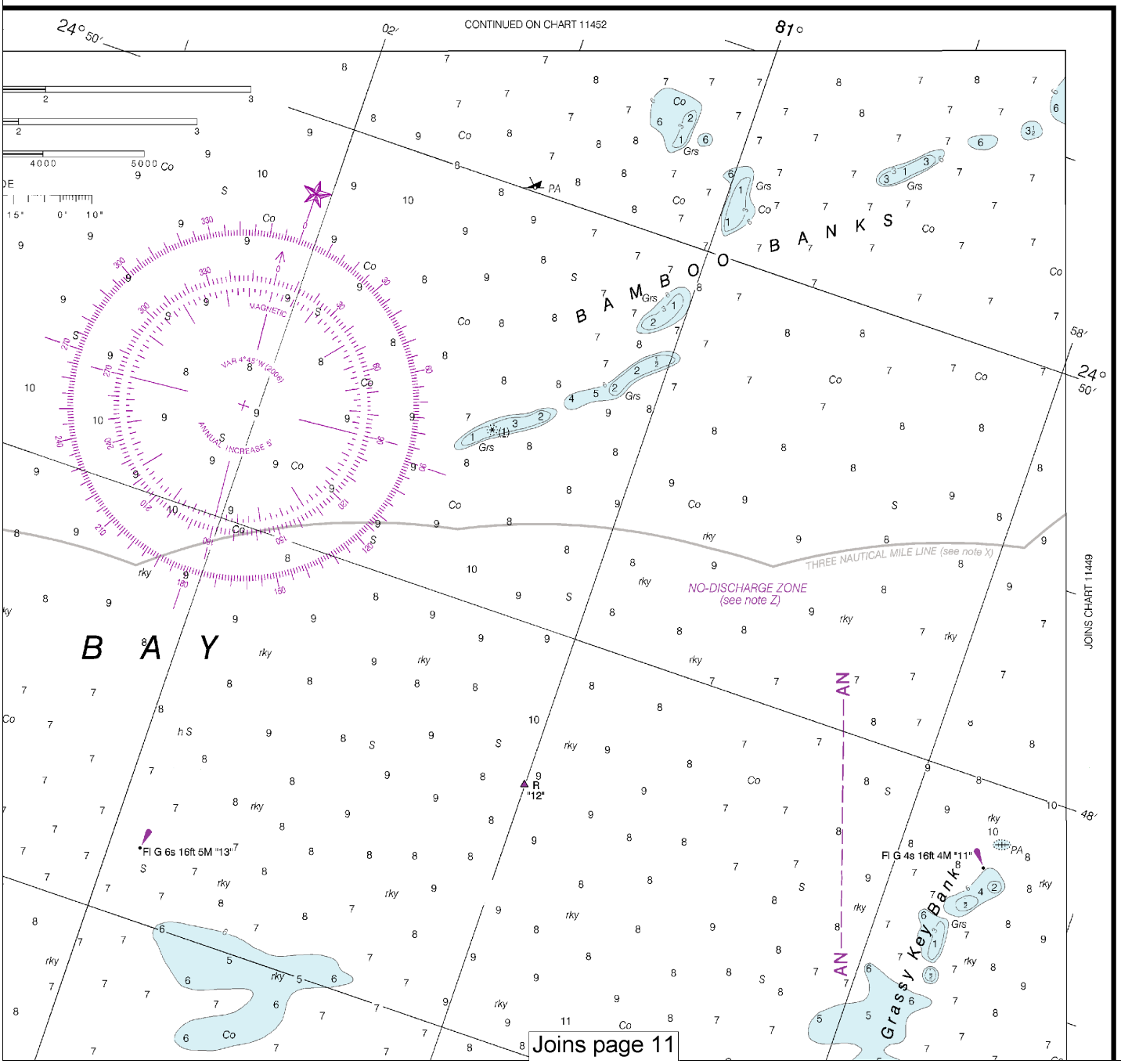
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

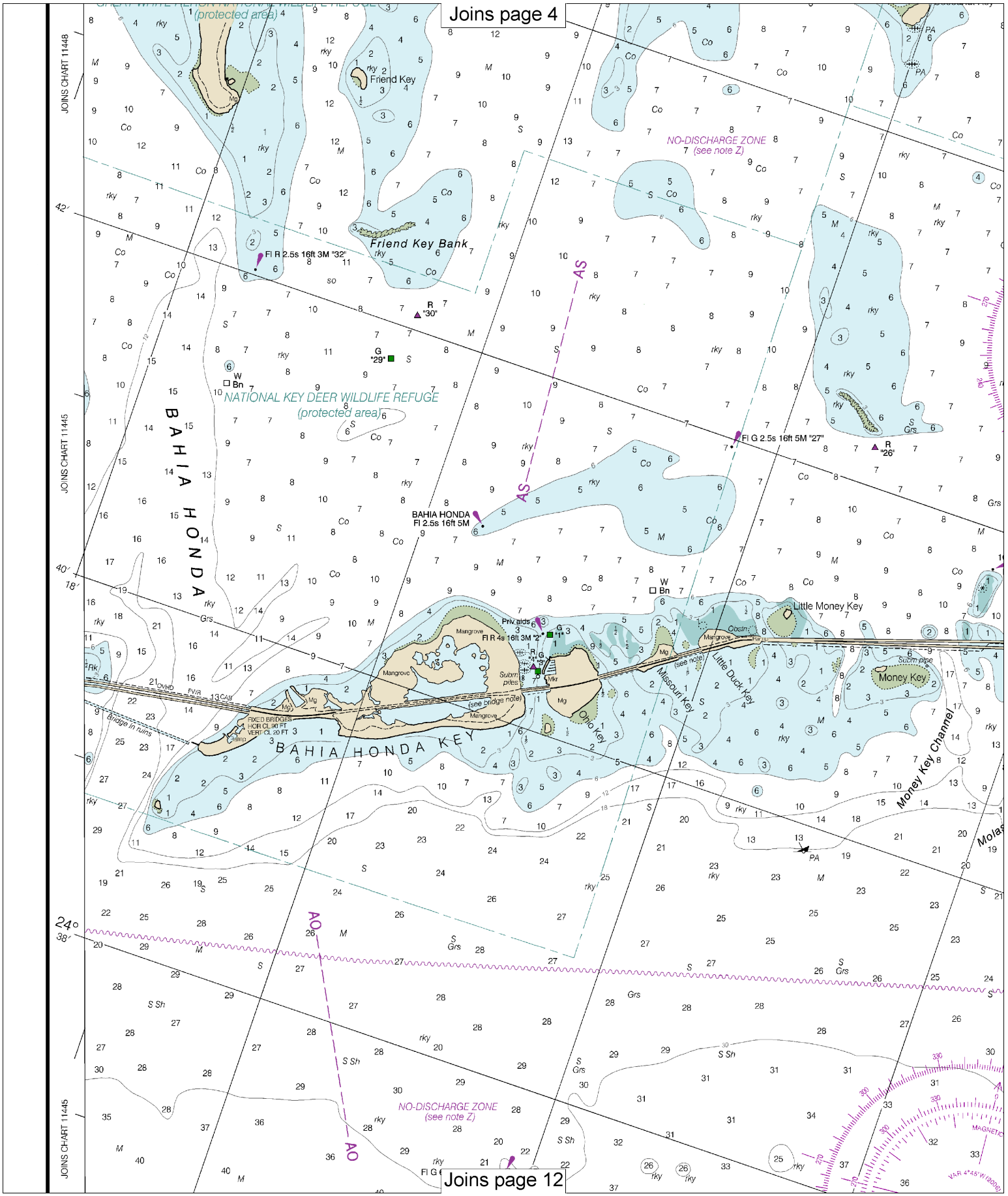
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOUNDINGS IN FEET



Last Correction: 3/17/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

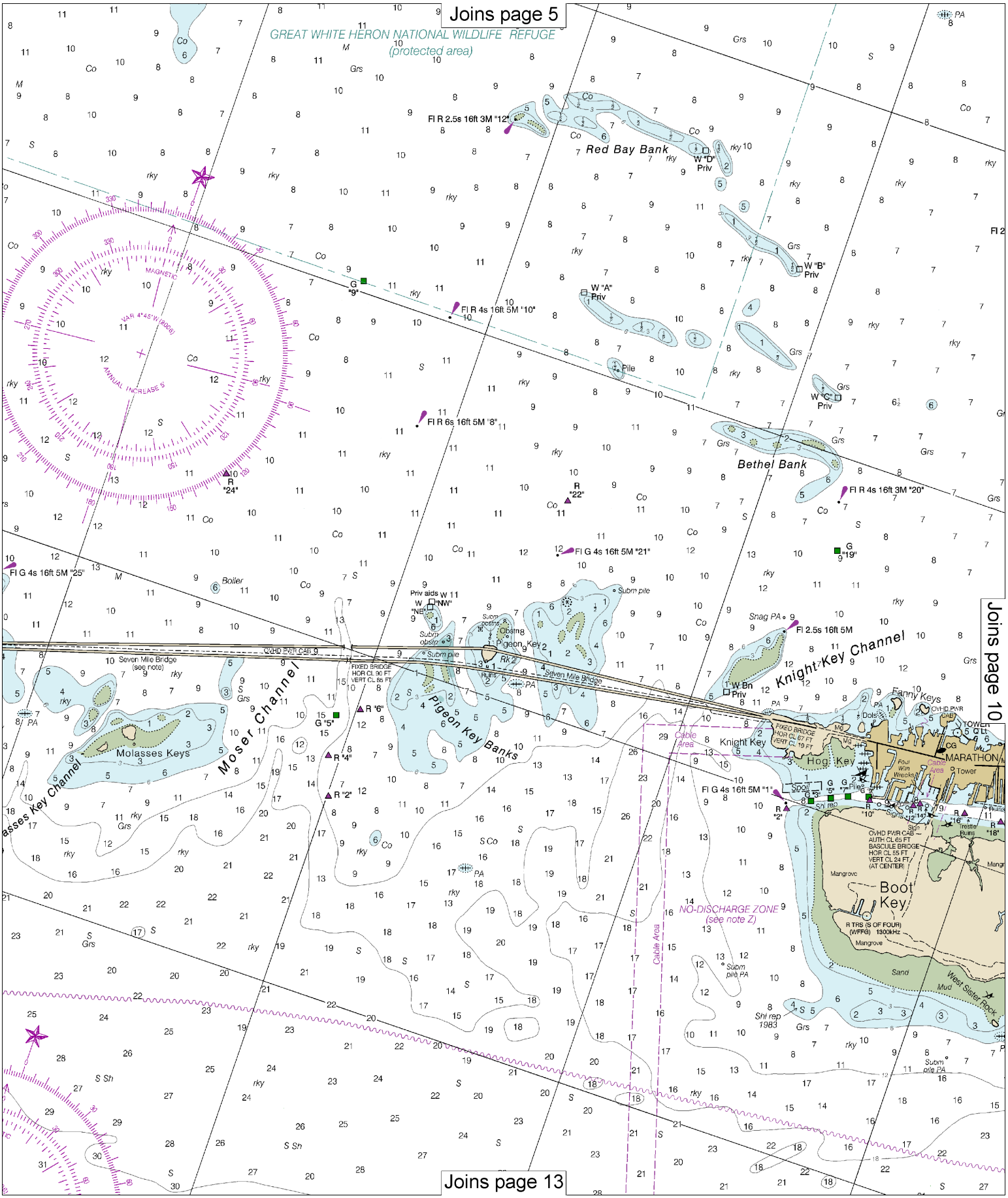
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
GREAT WHITE HERON NATIONAL WILDLIFE REFUGE
(protected area)
Fl R 2.5s 16ft 3M "12"
Red Bay Bank
W "D" Priv
W "B" Priv
W "A" Priv
W "C" Priv
G "9"
Fl R 4s 16ft 5M "10"
Fl R 6s 16ft 5M "8"
Pile
R "24"
R "22"
Bethel Bank
Fl R 4s 16ft 3M "20"
Fl G 4s 16ft 5M "21"
Fl G 4s 16ft 5M "25"
G "19"
Priv aids W 11
"NW"
"NE"
Subm pile
Subm obstn
Obstn
Pigeon Key
Rk 2
Seven Mile Bridge
Seven Mile Bridge (see note)
OVHD PWR CAB
FIXED BRIDGE HOR CL 90 FT VERT CL 65 FT
Moser Channel
Pigeon Key Banks
Molasses Keys
Molasses Key Channel
R "6"
G "5"
R "4"
R "2"
Snag PA
Fl 2.5s 16ft 5M
W Bn Priv
Knight Key Channel
Fanny Keys
Dols
FIXED BRIDGE HOR CL 67 FT VERT CL 19 FT
Cable Area
Knight Key
Hog Key
Fl G 4s 16ft 5M "1"
MARATHON
CG Tower
Foul Wrecks
Piles
Shl rep
Signs
Trestle Ruins
OVHD PWR CAB AUTH CL 65 FT BASCULE BRIDGE HOR CL 55 FT VERT CL 24 FT (AT CENTER)
Mangrove
Boot Key
NO-DISCHARGE ZONE (see note Z)
R TRS (S OF FOUR) (WFFG) 1300kHz
Sand
Mud
West Sister Rock
Shl rep 1983
Subm pile PA
Joins page 10
Joins page 13

10

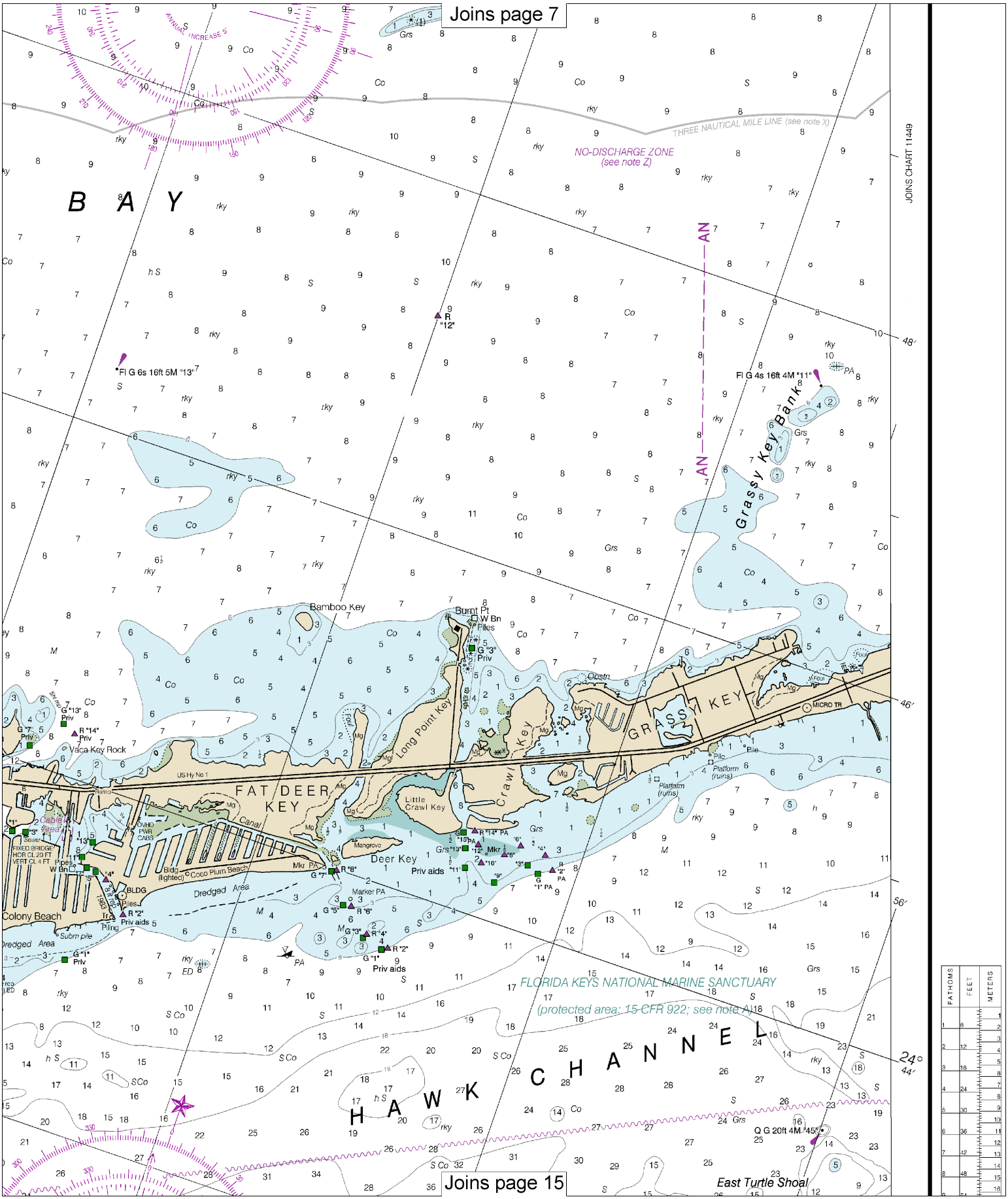
Note: Chart grid lines are aligned with true north.

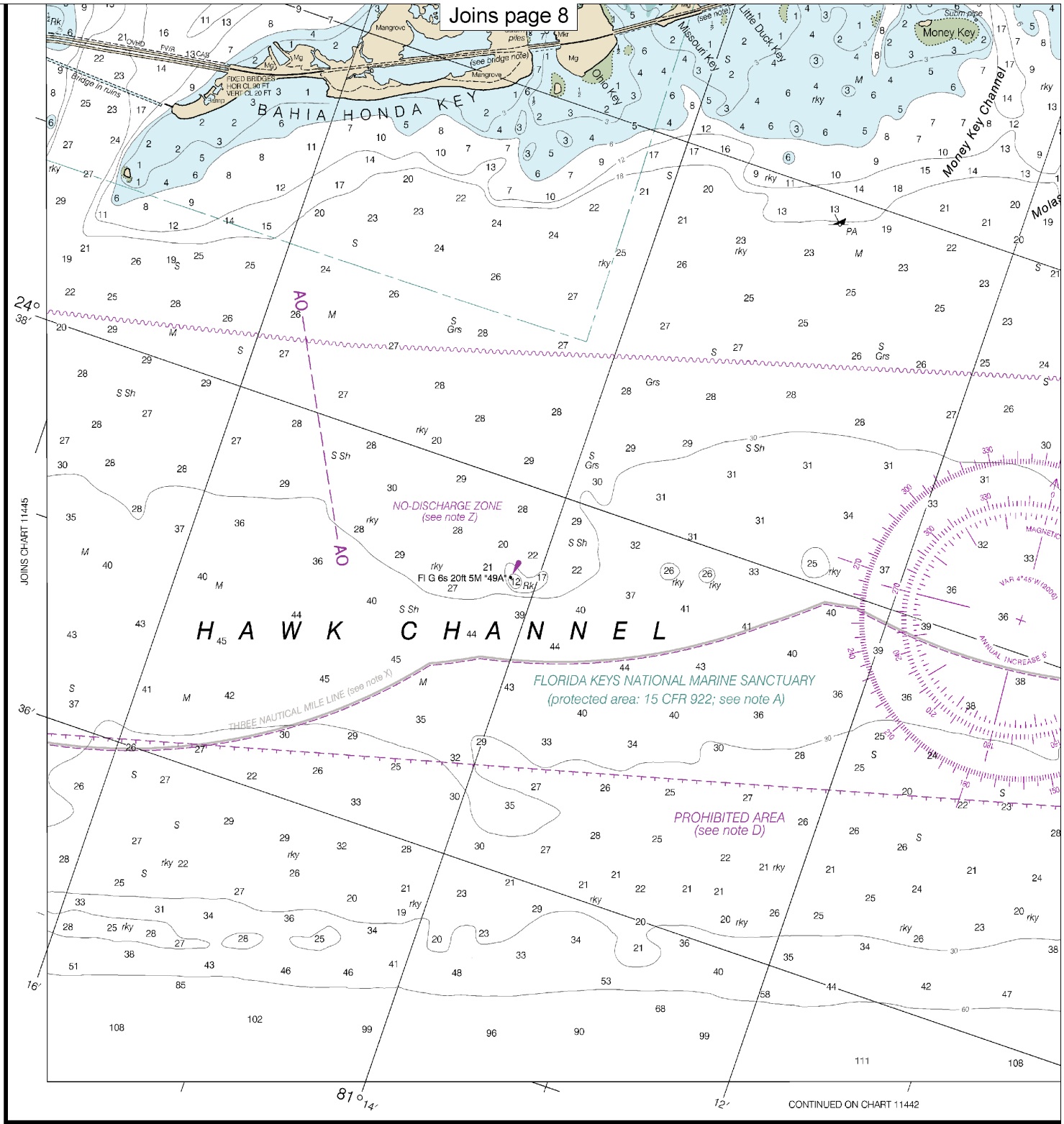
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
B A Y
THREE NAUTICAL MILE LINE (see note X)
NO-DISCHARGE ZONE
(see note Z)
JOINS CHART 11449
Fl G 6s 16ft 5M "13"
R "12"
Fl G 4s 16ft 4M "11"
Grassy Key Bank
Bamboo Key
Burnt Pt
W Bn
Piles
G "3"
Priv
Vaca Key Rock
R "14"
Priv
G "13"
Priv
G "7"
Priv
Long Point Key
Crawl Key
GRASSY KEY
MICRO TR
Platform (ruins)
US Hy No 1
FAT DEER KEY
Little Crawl Key
Canal
Cable Area
OVHD PWR CABS
FIXED BRIDGE
HOR CL 20 FT
VERT CL 4 FT
Pipes
W Bn
Deer Key
Priv aids
Mkr PA
R "8"
G "7"
Bldg (lighted)
Coco Plum Beach
Dredged Area
Marker PA
BLDG
Piles
Colony Beach
Tr
Piling
Priv aids
R "2"
Subm pile
Dredged Area
G "1"
Priv
R "2"
Priv aids
G "1" PA
R "2" PA
G "5"
R "6"
G "3"
R "4"
R "2"
G "1"
Priv aids
FLORIDA KEYS NATIONAL MARINE SANCTUARY
(protected area; 15 CFR 922; see note A)
H A W K C H A N N E L
Q G 20ft 4M "45"
East Turtle Shoal
Joins page 15
FATHOMS
FEET
METERS



17th Ed., May 2006

11453

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/co

Last Correction: 3/17/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

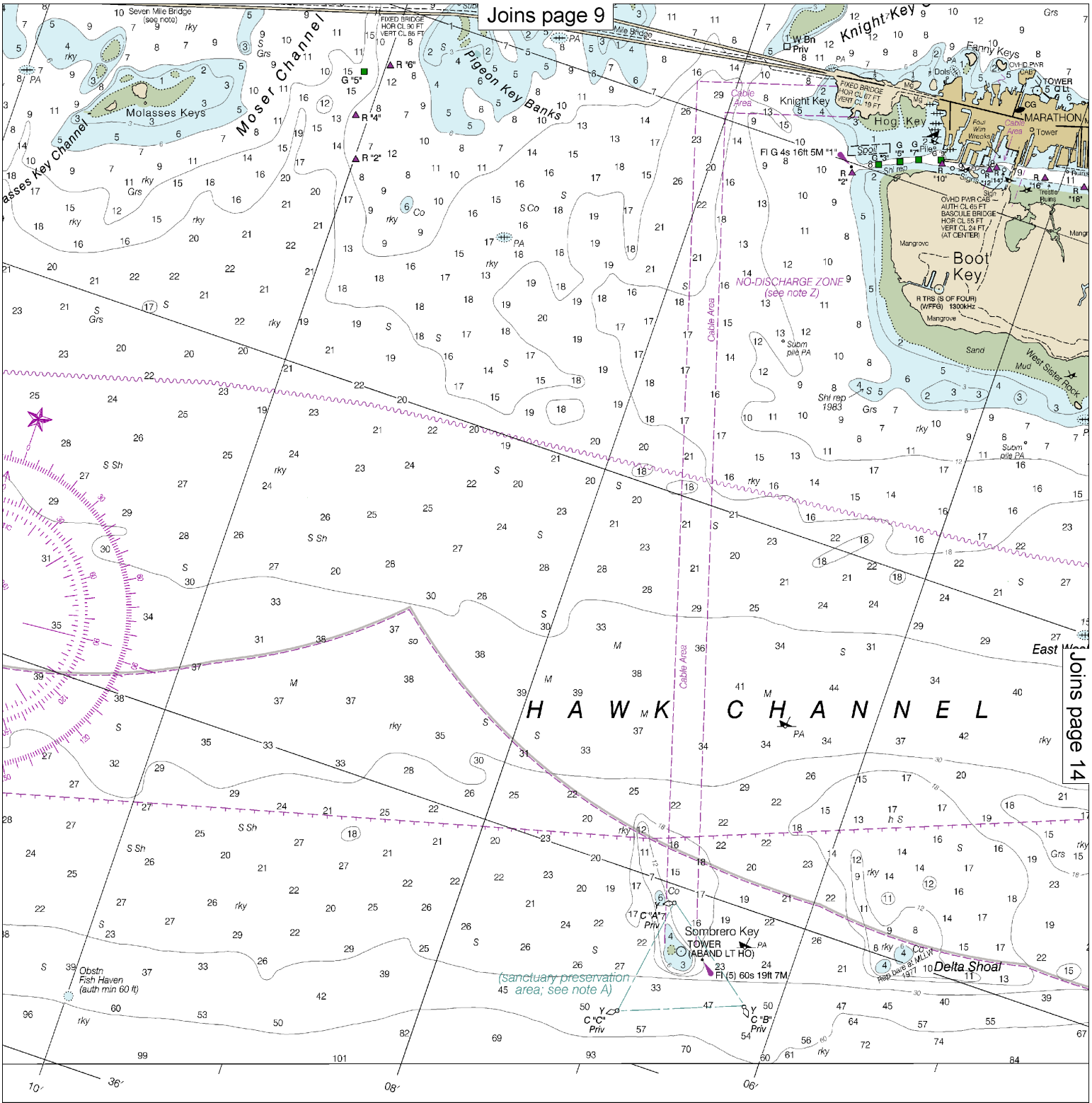
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



SOUNDINGS IN FEET

cies or comments
contact.htm.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

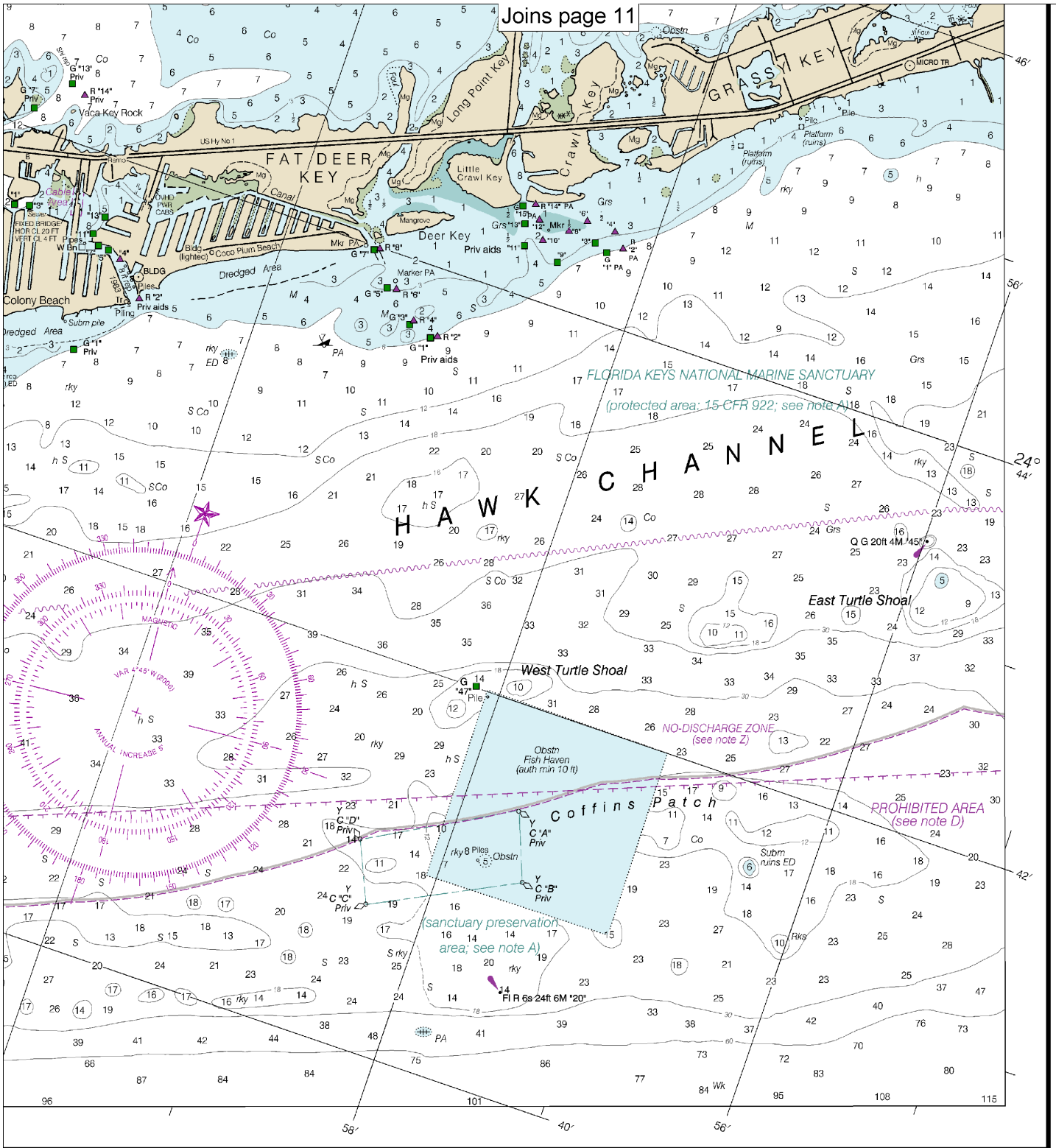
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Grassy Key to Bahia Honda Key

SOUNDINGS IN FEET 1:40,000

11453

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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